



FRIDAY EVENING, JAN. 24, 1903.

The Illustrated Sunday Magazine, a supplement to the Buffalo, N. Y., Times of the 12th instant, contains a perfect picture of Hon. C. C. Carlin, of Alexandria, who is now representing the Eighth Congressional District in the U. S. House of Representatives. The paper also contains an article from Mr. Carlin upon the forward march of the southern States. The article is well-written and abounds in solid facts concerning our southern country. The Times in prefacing Mr. Carlin's article says:

At a recent special election held in the Eighth District of Virginia, Charles C. Carlin, of Alexandria, was chosen to succeed the late Representative Rixey, who died about a year ago. Mr. Carlin is a representative of the vigorous young manhood which is making the South today an industrial center rather than the great plantation of the American continent which it was for a hundred years. Mr. Carlin believes in the South—not in Virginia alone, which is his native State, but in the whole vast territory embraced within the States south of the Mason and Dixon line. Like other men of southern advanced ideas the new representative from the Eighth district of Virginia looks forward to the time when diversity of crops, diversity of manufactures as well as the development of the vast mineral resources of the southern States will serve to more firmly convince the world that the United States is and will always be the greatest country on the globe.

THE STORM KING was in evidence last night. Snow had fallen steadily for six or eight hours when old Boreas began to make himself felt. The chilling wind was soon sending clouds of snow through the streets, driving people who chanced to be outdoors to shelter, and the heavy flurries roared dismally throughout the night. Fortunately there were no fires. Had a blaze occurred and gained any headway the result would have been disastrous. Such calamities did occur in Baltimore and Portland, Me., while the blizzard was at its height. In the first-named place five firemen, while in the discharge of their duty, were killed by falling walls. It is the worst of the pastor of one of our city churches while praying, as commanded, for those in authority, to include with such the firemen of this city. This seems proper, and is doubtless encouraging to those who at any hour of the day or night rush to the aid of such as are terrified by fire. Many years ago seven courageous Alexandria firemen were killed by a falling wall. The names of the victims have become embalmed in the city's archives. The memory of the brave Baltimoreans who last night in the teeth of the storm and probably with their clothing covered with ice forfeited their lives in the discharge of their duty should remain green.

A SQUAD of policemen and a score of waiters last night completely routed 150 members of the sophomore class of the University of Pennsylvania who attempted to break up a freshmen's banquet in a Philadelphia restaurant. A score of students arrested, half a hundred with cut heads and bruised bodies, and \$800 worth of damaged glassware and china are the results of the disgraceful fray. No sensible people object to ordinary fun by college students, but when such young men become disorderly, offensive and engage in riotous proceedings, they should be arrested, fined, made to pay all damages they inflict and then be jailed.

## From Washington.

(Correspondence of the Alexandria Gazette.)  
Washington, D. C., January 24.

Secretary Taft's letter to Representative Herbert Parsons, urging him that he did not wish to imperil the chances of republican success by waging war in any "favorite son" State, and urging him to back Governor Hughes with a solid delegation, caused the old political war horses and band wagon riders to grasp with amazement. At first they were prepared to call it "a fool move," then they "smelled a mice" and now they are all declaring it to be one of the cleverest maneuvers ever pulled off on the political chess board. It means, according to the Taft followers—and a good many others are inclined to accept the view—that if the war minister does not win on the first or second ballot, he will be thrown the combined strength of the favorite sons when the latter discover that none of them can get the prize. By his show of magnanimity, the Secretary is certain to win the friendship and admiration of the field, and, moreover, is quite likely to receive a large bunch of the scattering, the unattached, and the unattached "legion." The Secretary's letter is said to have caused his Ohio manager, Vorys, to throw one bit after another, and it is doubtful if he has yet returned to his normal frame of mind. The Secretary read him the letter over the long distance telephone, and curiously informed him that he had decided to send it to Parsons. Although Taft's followers assert with considerable feeling that the idea originated with the Secretary, alone, there are many who believe it had its inception in the astute political brain of President Roosevelt. Where the idea was incubated, however, is of little consequence. Its far-reaching effect is the main thing and the

political seers in the capital are now more than ever ready to draw a horseshoe, showing a large, blonde, blue-eyed person firmly seated in the presidential chair on March 4, 1909. "We merely wished to make the other candidates, and especially Governor Hughes feel friendly toward us," said one of the Taft boomers today. "We tell them, all, in effect, that after they take a few votes in the convention and find they have no ghost of a chance to win, that we will be glad to welcome them into our lot." The combined strength of the favorite sons is placed at 256, consisting of the votes of Pennsylvania, New York, Indiana, Illinois, and Wisconsin, leaving out Ohio. These 256 would help Taft, or any other candidate, wonderfully, and if that man could get the "Solid South" with her quota of 274, he would be on easy street, irrespective of how the rest of the country voted. The winning candidate must have at least 491.

Representative Parsons, chairman of the republican county committee, has gone to New York to confer with his colleagues in that organization with reference to this latest development in the presidential political arena. Before leaving, he said that he would likely issue a call meeting of the committee next week for the purpose of formally endorsing Hughes for the nomination and requesting the State Convention to send an instructed delegation to Chicago.

No matter what kind of a statement the President may give out as a result of his conference yesterday with his cabinet officers, about the charge that he has been using the power of federal patronage in behalf of Secretary Taft's candidacy, it will not change the attitude of the Senate. The vigilance of that body will not be relaxed, even should the President get blue in the face, swearing innocence of the charges. Every nomination that is made by the President will be closely scrutinized at the Capitol for the rest of the session. The discovery of concrete instances, such as the four Ohio postmasters, the New Hampshire pension agent, and Judge Sater's nomination as an additional judge in Ohio, in all of which cases it is claimed that Taft men were named because they were such, has been enough to put the anti-administration Senators on their guard. An extraordinary plan has been agreed upon by these Senators, it is said, to make sure that no appointees of this character shall draw salaries from the offices to which they may be nominated at least until after the next republican candidate for president has been named at Chicago. It was the original intention to adjourn Congress the last part of April or early in May. Now, it is said, Congress will be kept in session right up to the eve of the Chicago convention, and perhaps until after the balloting for presidential candidates has been concluded. That means, if the plan is carried out, that Congress will remain in session until after the middle of June. Presidential appointments which the Senators have reason to suspect were made for political purposes will be held up in the meantime, or rejected. In this way the anti-administration Senators not only believe that they can forestall the suspected plans of the President, but at the same time extend a warning to candidates for office to be careful about their political activities.

A committee of labor unionists today secured Secretary Root's endorsement of the projected National Temple of Labor—a million dollar building which the local organizations propose erecting by subscription wherein the settle by arbitration the disputes between capital and labor, and to be used as a national meeting place for labor organizations. Already practically every cabinet member has given indorsement to the scheme, and promised a substantial distribution. So far Secretary Taft and Speaker Cannon have withheld indorsement.

Mrs. Ruth McCracken, the Cassie Chadwick, of Washington, and her son, James McCracken, charged with defrauding merchants in Washington and Baltimore, were today sentenced to three months in jail by Justice Barnard. Her two daughters, who were indicted in a charge of conspiracy to defraud and grand larceny, were absolved of any blame by the district attorney.

Charles F. Tabler and Harry Wimsatt were indicted today by the grand jury on the charge of grand larceny of 60,000 street car tickets, and 500 cigar certificates, together with dies, plates, etc., used in their manufacture from the Hamilton Bank Note Company, of New York.

Announcement was made at the Navy Department today of the death of Passed Asst. Surgeon E. S. Biskeman, retired, at Portsmouth, Va., yesterday.

James Arthur Kemp, the alleged defaulter, was arraigned in Criminal Court today and pleaded not guilty.

Announcement was made today that Maj. Gen. Leonard Wood will be relieved of the command of the Philippine Division on February 1 by Maj. Gen. J. P. Weston.

Secretary Taft left today for East Orange, N. J., where he will deliver an address tonight before the Yale Association.

Two women committed suicide here early today. Mrs. Howard G. Wagner, wife of a photographer, of the Chapin Apartments house, shot herself in the head at the entrance of the Zoological Park; and Mrs. C. W. Harley took gas at her home on Ninth Street.

Miss Josephine Sullivan, 65 years old, sister of the director of the Bureau of Engraving and Printing, dropped dead this morning at the corner of 1st and H streets N. W. from heart disease.

## REVERSES THE DECISION.

In the Court of Appeals yesterday the State corporation commission's decision was reversed in Southern Railway Company vs. the commonwealth. The Southern Railway was notified by a letter from the commission to provide a car or cars for loading. The shipment was for points beyond the borders of the State. The railroad summoned to appear before the commission said that the rule of the commission of Virginia was in conflict with the Interstate Commerce Commission ruling. The corporation commission imposed a nominal fine of \$50 and the case was appealed with the result above. All the judges concur in the result but Judge Buchanan and Harrison dissent from the reason assigned in the opinion, while Judge Whitte dissents from the objections of the two judges named having grounds for other reasons than are enumerated in the objections of Judges Buchanan and Harrison.

## News of the Day.

Alfred Neumann, banker and commission merchant of Berlin, has failed. His firm has important business connections in London and other European cities.

Mr. Hull introduced a bill in the House of Representatives yesterday which provides for the increase of pensions to Mexican war soldiers from \$25 to \$30 a month.

Because of the falling off in traffic there are 320,000 freight cars and 8,000 locomotives idle in the United States, and as a result 80,000 men less are needed by the companies.

The New Haven-New York steamer John H. Starin is ashore in Long Island Sound off Whitestone. She left New Haven early today with a cargo of freight and several passengers and is supposed to have been driven off of her course by the gale.

A motion to censure the Japanese government was defeated in the lower House of the Diet yesterday by 117 votes to 168. The debate, which lasted three hours and a half, turned entirely on the budget, no mention being made of the government's policy on the emigration question.

A dispatch from Stockton, Cal., says that Alfred W. Bennett, known as "Angel" Bennett, who at one time assessed a fortune through a chain of lunch rooms in several of the larger cities, is dead. He was 72 years old. Although at one time worth more than \$500,000 he died poor.

That the estimates for appropriations must be materially reduced if the government is not to face a big deficiency, was the tenor of a speech made in the House yesterday by Chairman Tawney, of the appropriations committee. This means no river and harbor or public buildings improvements this session.

During a fire last night which partially destroyed the store and dwelling of Mr. Joseph Schwab, 800 Pennsylvania avenue, Baltimore, Mrs. Schwab and seven children were rescued, after having been cut off by the flames from the stairway, by getting out on an awning, and then being lowered to the ground by neighbors and firemen. The damage by fire and water amounted to considerably over \$5,000.

Unless there is a hitch people will be able to ride to the Union station in Washington on street cars within a little more than thirty days. The House District committee yesterday authorized a favorable report of the Sims bill for temporary tracks to the station. The bill passed by the Senate last Monday contains a provision for temporary tracks to the station, which is practically identical with the Sims bill.

Attributing the action to depression in business, resulting in largely decreasing railroad earnings, the Baltimore and Ohio Railroad Company last night announced a reduction of 10 per cent in the pay of all officers and employees receiving over \$150 per month, and bringing down to \$150 all monthly salaries between \$150 and \$166 per month, this becoming effective February 1. The reduction will apply to all officers from the president down.

On his deathbed yesterday John Fetter, aged 75 years, of Bethlehem, Pa., confessed to Squire Haus that his daughter Etta, who was supposed to have committed suicide 13 years ago, met death at his hands, and also that he, assisted by the daughter, a few years before, had murdered her child and buried it in their back yard. Thirty-five years ago Fetter was arrested for throwing a noisemaker out of his hotel, the fall killing him, but was acquitted. Fetter several years ago was one of the most prominent politicians in that part of the State.

An abortive attempt to overthrow the monarchy and proclaim Portugal a republic was nipped in the bud Wednesday night by the prompt action of the government. The plot was organized by a small group of advanced republicans. The plan was to assassinate Premier Franco, and then depend for success upon street risings, labor organizations, &c. The police discovered what was in the wind and raided a house where the ringleaders were conferring. When they broke in the doors the lights were extinguished, and in the confusion most of the conspirators escaped. Several of them, however, were captured.

Secretary Taft wrote a letter yesterday to Representative Herbert Parsons, of New York, in which he absolved Parsons and all other Taft men in New York State from allegiance to Mr. Taft's candidacy if they felt that Governor Hughes' entrance into the race for the presidential nomination placed a superfluous obligation upon them. Mr. Taft even went further than this. He made his advice applicable to every State that had a favorite son for the republican nomination.

To emphasize his position, Mr. Taft declared that he would deprecate any contest which might imperil republican success in New York on next election night.

## Virginia News.

Ernest Wolford died yesterday at his home in Spotsylvania county, aged forty-nine.

Mrs. L. Beech, twenty-eight years old, of Stafford county, died Wednesday night at her home, near Tacketts Mills.

Mrs. Sands, aged eighty-five, widow of Capt. John Sands, of Stafford, died yesterday at the home of her grandson, W. T. Deacon.

Fayette T. Tolson, son of D. K. Tolson, was married to Miss Mollie Hamilton, daughter of Mr. Hugh Hamilton, of Remington, Va., Tuesday. The ceremony took place in Washington.

The Tidewater Railroad, the line that is being built by Henry H. Rogers, the Standard Oil magnate, from the West Virginia coal fields to the Atlantic Ocean at Norfolk, will be completed west of Roanoke by the end of the week.

Leo C. Thurman, the West Point (Ky.) boy convicted in Norfolk of the murder, February 1, 1906, of Walter P. Dolson, of Michigan, was denied a new trial by the Supreme Court of Virginia yesterday and will be resentenced for execution.

W. C. Belford, manager of the Hampton and Annapolis Gas Company, committed suicide yesterday in the office of the company by inhaling gas. Lying near the man on the floor was a letter containing the following words: "Some old story. Drink has been the curse of my life."

The Market.  
Georgetown, D. C., Jan. 24.—Wheat 95-100.

## The Legislature.

### SENATE.

The Senate yesterday by a vote of 38 to 2, concurred in the bill, already passed by the House, and agreed to raise the salaries of clerks, sergeant-at-arms and doorkeeper to \$6 per day, and of pages to \$3.

Senator Fulkner offered a bill imposing a tax of one per cent on all mining output in the State in lieu of license tax. This tax, it is said, will yield 8 or 10 times the revenue that is now derived from that source. As the bill affected the section which is long on crime and short on taxes, the impression is that it will become a law and that the State will in this way break even on the section on the question of criminal and school expenses.

The Senate put itself on record as to its purpose to take care of the public debt of the State before apportioning the surplus in the Treasury to any other object. By a vote of 20 to 14, it refused to pass by the House bill appropriating the sum of \$125,000 annually to the sinking fund for the purpose of extinguishing the State debt. The bill was put upon its third reading and ordered engrossed.

A bill was introduced to appropriate \$10,000 for a copy of Houdon's statue of Washington in marble, to be placed in the hall of fame at Washington. It is designed to be a companion piece to the Lee statue ordered by the State for the same purpose, and executed by Valentine.

### HOUSE.

The bill which depletes the State Board of Agriculture of many of its powers, practically abolishes the office of secretary and confers greatly increased authority on the Commissioner of Agriculture, was unanimously reported by the House committee on agriculture.

### COURT OF APPEALS.

The following is a list of opinions handed down by the Court of Appeal yesterday:

By Judge R. H. Cardwell: Southern Railway Company vs. Commonwealth, State Corporation Commission. Reversed.

Scott vs. Chichester, Sergeant, etc. Corporation Court of City of Frederickburg. Reversed.

By Judge John A. Buchanan: Uzzle vs. Commonwealth. Circuit Court of Accomac county. Reversed.

Barton & Conquest vs. Commonwealth. Circuit Court of Accomac county. Reversed.

Norfolk and Western Railway Company vs. Duke & Rodcliffe. Circuit Court of Warren county. Affirmed.

By Judge George M. Harrison: Thurman vs. Commonwealth. Corporation Court of City of Norfolk. Affirmed.

By Judge Stafford G. Whittle: Hunter vs. Commonwealth. Circuit Court of King George county. Reversed.

McCurdy, Executor, etc., et al. vs. Smith, et al. Chancery Court of City of Richmond. Affirmed.

Petitions for Appeals, et al. Sison, et al. vs. Saunders, et al. Circuit Court of Culpeper county. Appeal. Bond, \$150.

The following cases were heard: Traders and Truckers' Bank vs. Black et al.; argued and submitted.

Robinson vs. City of Norfolk; argued and submitted.

Kelly vs. Gwathlin et al.; partly argued and continued.

Next cases to be heard: Gardner vs. Montague et al.; Iger, et al. vs. Pond et al.; Schaubach vs. Dilleme, et al.; Heunings vs. Parsons, Truckers' Manufacturing and Supply Company vs. White, Lambert vs. City of Norfolk, Febbe vs. Van Patten et al.; Selden, Charles et al. vs. Williams, assignee, et al.; Grubb Bros. vs. Moore, Clemens & Co. and City of Norfolk vs. J. W. Perry Company et al., being numbers 33 to 43, inclusive, on argument docket.

### CONGRESSIONAL.

In the Senate yesterday Senator La Follette introduced a bill proposing to place telegraph companies under the control of the Interstate Commerce Commission and to regulate the tolls on interstate telegrams, as well as prohibit the acceptance by government employees of telegraph franchises. The Senate at 4:05 p. m. went into executive session, after devoting about an hour to the consideration of the penal code bill, and adjourned to meet again on Monday.

Chairman Tawney explained the urgent deficiency bill, general debate on which continued until 4:40 o'clock. Mr. Tawney sounded warning that for the next fiscal year the country was confronted with a certain deficit of \$100,000,000. The estimate of \$24,074,450, he said, would have to be materially reduced.

A bill increasing the pay of officers of the army and navy from 5 to 25 per cent, and authorizing the President to grade the pay of enlisted men in the army, as is now done in the navy, was yesterday unanimously ordered reported to the Senate by the committee on military affairs.

### ADMIRAL BROWN'S SIDE.

Admiral Brownson's side of the hospital controversy was at last made public by the President and was sent to the House yesterday.

Admiral Brownson says it is unlawful for a medical officer to exercise military command except in his own corps. "A seagoing ship to be efficient must be commanded by a seagoing officer. Divided responsibility leads to confusion and poor administration."

Dr. Rixey is given the last word. His letter, which followed Brownson's resignation, was sent to the House with the other memoranda requested by Mr. Gill, of Baltimore.

That the hospital-ship plan was arranged directly by the President and Dr. Rixey over Secretary Metcalf's head is another complication.

## Today's Telegraphic News.

### City Hall Destroyed by Fire.

Portland, Me., Jan. 24.—A mass of ruins is all that remains of Portland's beautiful \$800,000 City Hall, which was totally destroyed by fire today.

The blaze which raged, fanned by a howling blizzard, from 3 a. m. until shortly before 10 o'clock, was finally gotten under control, but not until it had reached and done several thousand dollars worth of damage to the Chestnut Street M. E. Church and had threatened the entire business section of the city. At 10:30 the fire was still burning in the church, but its spread had apparently been checked.

The total destruction wrought by the flames will probably reach a million dollars.

When the flames were discovered, shortly before 3 o'clock, a terrific snow storm, driven by a northeast wind, was at its height.

Flying fire brands started a number of small blazes in various parts of the city, and only the presence of snow on the roofs saved the city. At one time the Union Mutual Block, valued at half a million dollars, was ablaze, but the flames were quickly checked. All of the city records were saved, but the records of Cumberland county, dating back a hundred years, were destroyed, together with valuable paintings owned by the city and estimated to have a value of more than \$100,000. The total insurance carried on the City Hall is not over \$50,000.

The fire was wonderfully picturesque owing to the fact that despite the intense heat ice formed over the ruins of the buildings almost as fast as the water was thrown on them. The great gilt dome of the building fell, throwing showers of sparks and fire brands hundreds of feet into the darkness.

### Fire and Loss of Life.

Baltimore, Md., Jan. 24.—A fire which started early this morning, in the midst of a howling gale, in the brass foundry of J. Regester's Sons Company, Saratoga and Holiday streets, was only checked after causing the death of five firemen, the more or less serious injury of 22 others and a property loss of a half million dollars. Among the seriously injured is Chief George W. Horton, one of the most widely known fire chiefs in the country. One of the dead is Lieutenant Frederick W. Harmon, of No. 3 Engine Company. All the killed and 16 of the injured were caught under falling walls, the other seven firemen receiving their injuries in a collision between two engine companies.

The fire broke out in the third story of the six-story building of the Regester plant, and in less than two minutes after the flames were discovered the whole building was a blazing furnace and the fire at once spread to adjoining property. The other buildings damaged are the Baltimore Ball and Brass Works; Flynn and Emrich Company, machinists, and the City Hall Annex. Only the north end of the Annex was burned, but the Health Department occupied this section, and the officials had great difficulty in saving the records and testing instruments. The printing establishment of the E. B. Read & Son Company was badly damaged by water, as was also the machine shops of William Hollingsworth. The fire was the largest since the great conflagration of February, 1904.

### The Storm in New York.

New York, Jan. 24.—A snow storm amounting at times to the proportions of a small blizzard, has held New York city and vicinity in its grasp since early last night. The result was demoralization of all train schedules, the practical abandonment of suburban traffic, the curtailment of surface and elevated railways, and telegraphic and telephonic communication interfered with.

At present there is a dangerous crush in the subways, and the police reserves had to be sent to the express stations to aid the borough's police in controlling the crowds.

The continuous fall of snow has caused great suffering. The municipal lodging house was overcrowded early last night and as the hours went by it was necessary to open the piersheds as the homeless slept at least keep from freezing to death.

The storm is general all along the Atlantic coast. The fishing fleet is reported in distress off Atlantic City, but communication with that point is cut off by falling waves.

One death from the storm is reported. It was that of a still unidentified man who froze to death in a doorway.

The weather bureau forecasts much colder and this will cause great suffering among the poor of the teeming metropolis.

### Trial Adjourned Till Monday.

New York, Jan. 24.—When court reconvened in the Thaw trial this morning Attorney Littleton asked for an adjournment until Monday. He explained that the steamer with three of his best witnesses on board is anchored off Sandy Hook and cannot make the harbor because of the storm, while Dr. Bingham, who was to testify, was not fully recovered from an attack of pneumonia and could not come to court.

Until these witnesses testify, Littleton explained, he could not complete his hypothetical question.

Justice Dowling, the district attorney not opposing, granted the request and a recess was ordered until Monday.

### Solution of Murder Mystery.

Chicago, Jan. 24.—One of the strangest Chicago mysteries in years, that of the headless woman, whose body was found in Lake Michigan last Monday—is possibly on the verge of solution. The police think she is Miss Jennie Fleischmann, formerly a stenographer for "Tip" O'Neill, President of the Western Baseball League, who has offices in the Marquette building adjoining those of Charles Cominsky. Miss Fleischmann has not been seen by her circle of friends since last October. She is a blonde and is said to have answered well all the fragments of description that can be gathered from the nude and mutilated body.

### New York Stock Market.

New York, January 24.—Heavy selling caused a heavy tone all through the first hour, prices at the end of that period generally showing declines ranging from fractions to over 2 points. After the first hour there were but narrow fluctuations but with a number of stocks showing resistance to bear efforts to making moderate gains in some cases.

De Witt's Little Early Risers are the best pills known. Sold by W. F. Creighton.

## Snow Bound on Trestle.

New York, Jan. 24.—Four cars of the Long Island railway, filled with passengers, which left Rockaway Beach this morning are now snow-bound on the long trestle across Jamaica Bay. The locomotive jumped the track west of Hammel's station, but did not go into the bay. The passengers at first tried to get back by walking the trestle work of the bridge, but discovered it to be too dangerous in the storm and returned to the station. Men are trying to get the engine back on the rails but in the meantime the passengers must wait and it will be some time before they can get back to mainland.

## Mr. and Mrs. Lauterbach to Separate.

New York, Jan. 24.—Mrs. Edward Lauterbach, wife of the noted lawyer, announced today that her husband and herself had agreed to separate and that she had placed the arranging of the details of a separation agreement in the hands of Joseph N. Choate. She is now living at the Hotel Savoy, while he has taken up his quarters at the Republican Club. Mrs. Lauterbach stated that their three daughters have taken their father's side, while their only son is still trying to arrange a reconciliation. A general difference over family matters is declared to be the cause of the separation.

## Missing Passengers Found.

Amsterdam, Holland, Jan. 24.—The lifeboat Gouwe arrived today at the Hook of Holland with the missing passengers of the steamer Amsterdam, who disappeared in a small boat following the collision yesterday of the Amsterdam with the British steamer Axminster. The boat was picked up along the coast. After the collision the Amsterdam's passengers were removed to the Axminster. The small boat went astray while this was being done, and considerable fear was felt for the passengers.

## Lopez Escapes.

London, Jan. 24.—Dr. Fernando Lopez, accused of being a party to the conspiracy to blow up Premier Franco, of Portugal with a bomb, today escaped from the strong fortress of San Julia according to advices received here from Lisbon. There was an explosion in the fortress previous to the escape.

## Wreck on Seaboard Air Line.

Suffolk, Va., Jan. 24.—One woman is known to have been seriously hurt and several other passengers slightly injured in the wreck on the Seaboard Air Line near Newsums. Details of the accident are lacking.

## Sixtieth Congress.

Washington, Jan. 24.  
SENATE.  
The Senate was not in session today, having adjourned on Thursday until Monday.

## HOUSE.

The House today put aside consideration of the private bills on the calendar for the day, in order to rush through the urgent deficiency appropriation bill. General debate was continued on the bill.

The new reading clerk in the Senate, Crockett, of Iowa, chosen from ninety candidates, got the House in trouble today.

He appeared on the floor of the House and with a sweeping bow delivered a message from the Senate. Speaker Cannon received it, but later Representative Bartlett called attention to the fact that the Senate was not in session today and no message could therefore be received from it. "Strictly speaking," said the Speaker, "the reception of the message is contrary to the rule, but not so contrary as to effect the legality of the message."

So the matter ended, but the Speaker will watch when that new clerk from Senator Allison's state comes in the House again.

ALEXANDRIA A RAILWAY FLAG STATION.  
Alexandria, Jan. 23, 1903.

To the Editor of the Alexandria Gazette.  
Under a new schedule just issued by the Southern Railway Company the following trains southbound will only stop at Alexandria on signal to receive passengers for points south of Charlottesville: No. 35 leaving Washington 9:00 a. m.; No. 29, at 4:10 p. m.; No. 33, at 9:50 p. m.; No. 41 at 10:15 p. m.; No. 37 at 11:00 p. m.

The following north and west trains will only stop at Alexandria to discharge passengers from points south of Charlottesville: No. 34 arriving at Alexandria 7:18 a. m.; No. 42 at 8:28 a. m.; No. 38 at 8:48 a. m.; No. 30 at 9:43 p. m.; No. 36 at 11:13 p. m.

This action on the part of the Southern Railway Company is evidently intended to prevent the recent practice of interstate passengers from or to Washington taking or leaving trains at Alexandria and availing themselves of the two cent per mile passenger rate in Virginia.

Personally I am advocate of good service and safety in travel rather than an arbitrary law saying that a public service corporation shall charge for transportation without a full knowledge and investigation of whether such a law is just and fair to the corporation.

I think this action on the part of the Southern Railway is not only short sighted business policy in view of the general sentiment over the country towards corporations but it is a direct injury and will occasion serious inconvenience at times to those who have to travel north or west, especially from Alexandria. For instance, it means an Alexandria passenger wishing to go north or west via Washington cannot board at Alexandria one of the through trains mentioned (unless it happens to stop to discharge a passenger from south of Charlottesville) and go through direct or by close connection to points beyond Washington; nor can a New York passenger for Alexandria come direct through to Alexandria on one of the trains mentioned unless a passenger happens to be at the Alexandria station to take the same train for a point south of Charlottesville. In other words, Alexandria passengers, unless they take some Southern Railway train that this road is considerate enough to stop at Alexandria, or some one of the trains of the R. F. & P., all of which my impression is stop here, must rely on the Washington, Alexandria & Mt. Vernon Electric R. R. way to get to Washington and then transfer across the city to the Union station. Reliance on this electric railway, as all know who

live in Alexandria, is a very doubtful proposition.

With the population and importance of Alexandria and its station facilities which are very creditable, although inconvenient of access, all trains on all railroads passing here should be compelled to stop to receive or discharge passengers and we should not be treated as